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Germany (Soviet Zone)

REPORT

TOPIC Laerz Airfield

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EVALUATION 25X1

PLACE OBTAINED 25X1

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 21 November 1951

REFERENCES

PAGES 3

ENCLOSURES (NO. &amp; TYPE)

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REMARKS

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1. On 7 October 1951, Laerz airfield was occupied by about 13 swept-back jet fighters and 2 single-engine low-wing monoplanes. There was no flying. However [ ] there were 10 to 15 fewer aircraft than previously observed. [ ]

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Fighters [ ] were parked in dispersal area No 2.

swept-back jet

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(1)

2. On 9 October, swept-back jet fighters stationed at the field made individual flights to the target range 500 meters southwest of Klopzow. While diving, they fired short bursts of 3 to 6 rounds. Jeep [ ] was observed. [ ] 5 to 6 carloads of Russian civilian women from 16 to 20 years old arrived in Rechlin by passenger train from Mirow between 7 and 8 p.m. on 10 October. (2)

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3. On 15 October, 34 MiG-15s [ ] 5 single-engine low-wing monoplanes, 2 biplanes, and 2 twin-engine low-wing monoplanes were observed at the field. On 16 October, 33 MiG-15s, 4 biplanes, and 1 twin-engine low-wing monoplane were observed. New personnel were observed among the guards posted on the restricted road west of the field. No change in the occupation of the field was observed up to 22 October.

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4. On 9 October, about 25 swept-back jet fighters were parked at the field. About 2 p.m., two swept-back jet fighters with no auxiliary fuel tanks took off simultaneously from west to east on the main runway. Shortly afterwards two other planes of the same type took off. The four planes climbed to an altitude of about 1,000 meters north of the field and then dived individually at a 60 to 65 degree angle toward a ground target about 3.5 km north of the field. (3) While diving they fired several bursts. The planes then climbed at about a 45 degree angle. The aircraft remained aloft for about 15 minutes. For their take-offs, the planes used about 50 percent of the runway and about 75 percent for their landings. About 2 p.m., a two-seater swept-back plane with no auxiliary fuel tank landed at the field. The weather was clear.

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5. Ten railroad tank cars which were observed on the spur track were being shunted toward Ellerholz about 3 p.m. (4) Several jet fighter crates were in the south-western corner of the installation. One jet fighter was being assembled there. Truck [ ] coming from the direction of Vietzen entered the field.

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6. On 11 October, about 25 swept-back jet fighters were parked at the field. Between 11 a.m. and 4 p.m., two swept-back jet fighters each landed and took off from the field. The planes repeated the same maneuvers as observed on 9 October. The sky was clear. One of the landing planes [redacted] had no auxiliary fuel tank [redacted] 25X1

[redacted] The rear end of the cockpit was fitted with [redacted] an antenna rod slanting to the rear and supporting an antenna extended approximately to the middle of the rudder assembly.

7. About 10:30 a.m. on 16 October, 8 swept-back jet fighters, 4 fitted with auxiliary fuel tanks, were parked at the southern end of the southeast-northwest runway. Ten to 12 swept-back jet fighters with and without auxiliary fuel tanks were observed north of the hangars. Two swept-back jet fighters without auxiliary fuel tanks took off side by side from the N-S runway heading north about 11 a.m. in clear weather. They returned about 11:50 a.m. from the west. Later, groups of two jet fighters took off at irregular intervals from the N-S runway. They landed individually from West to East on the main runway. [redacted] aircraft with [redacted] 25X1  
[redacted] and without auxiliary fuel tanks took off side by side. [redacted] 25X1  
[redacted] 25X1

[redacted] Ten crates were seen on the southwestern edge of the field. Three railroad tank cars, parked on the airfield spur track, were attached to the scheduled train leaving for Ellerholz at 2:30 p.m. (4)

8. At 4:30 p.m. on 17 October, 8 swept-back jet fighters without auxiliary fuel tanks were parked at the west end of the E-W runway, and 10 to 12 other jet fighters were north of the hangars. There was flying by swept-back jet fighters both with and without auxiliary fuel tanks between 8:30 a.m. and 1:30 p.m., during clear weather. Three railroad tank cars were observed on the spur track of the field.

9. On 10 October, 12 swept-back jet fighters covered with tarpaulins and fitted with red noses, 2 biplanes, and 4 single-engine planes were parked along the southern edge of the field. Eight silver-gray swept-back jet fighters were ready for take-off on the western end of the runway, eight other swept-back jet fighters covered with tarpaulins were in the middle of the field. The four single-engine planes flew circles over the field. No railroad tank cars were seen on the spur track on the western edge of the installation. Trucks [redacted] 25X1  
[redacted] and sedan [redacted] 25X1 were seen proceeding to the field.

10. About 10 a.m. on 10 October, three two-seater single-engine low-wing monoplanes with in-line engines, trapezoidal wings, angular wing tips, and an antenna extending from the cockpit to the tip of the rudder assembly were parked on the western section of the runway. Four MiG-15s without auxiliary fuel tanks were seen behind these planes. An additional 25 to 30 MiG-15s were parked on the southern edge of the field. About 10:30 a.m., the three single-engine low-wing monoplanes took off. The four MiG-15s took off about 11:45 a.m. The weather was clear and visibility good. No aircraft were observed landing up to 12:30 p.m. A railroad tank car was parked on the spur track of the field. Ten crates of various sizes were stored in the southwestern corner of the field.

11. Between 2:30 and 4:30 p.m. on 11 October, the occupation was the same as on the preceding day. Two MiG-15s with auxiliary fuel tanks took off at 2:45 p.m. and one MiG-15 also fitted with an auxiliary fuel tank at 3 p.m. No change of occupation was observed on 16 October. Four single-engine low-wing monoplanes with in-line engines were parked at the runway. Two took off at 9:30 a.m. and the other two at 9:40 a.m. A MiG-15 with an auxiliary fuel tank landed at 12:45 p.m. and three planes of the same type and also fitted with auxiliary fuel tanks took off at 1:30 p.m.

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Two railroad tank cars were observed on the spur track. Ten jet fighter crates were stored in the southwestern corner of the field.

12. Between 2 and 5 p.m. on 17 October, 25 to 30 MiG-15's with auxiliary fuel tanks and 4 single-engine aircraft were parked on the southern edge of the field. Four single-engine low-wing monoplanes with in-line engines which were parked at the runway took off individually after 2:30 p.m. Two MiG-15's without auxiliary fuel tanks took off at 3:10 p.m. and, after flying over the field, landed about 3:45 p.m. [redacted]

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[redacted] After [redacted]  
these landings, flying was discontinued. [redacted] the auxiliary fuel tanks were attached [redacted] on and removed from the planes by means of a special vehicle before and after flights.

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13. The air force unit of the field was quartered in the Bechlin restricted area between 1 and 9 October. Vehicular traffic between the restricted area and the field was particularly heavy during the mornings and afternoons. Air force officers and NK were also observed arriving at the field by train. A radar set within the restricted area hampered radio reception in its surroundings. Trucks [redacted] were observed in the restricted area. [redacted]

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## [redacted] Comments.

- (1) The exact number of jet fighters stationed at Laerz airfield has not been determined. [redacted] Sixty-three is the largest number of MiG-15's observed [redacted]. From this information and other observations, it is inferred that the field is occupied by two jet fighter regiments equipped with a total of 70 to 80 MiG-15's in addition to some conventional fighters and Po-2s. [redacted]

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- (2) The Russian women are to replace German female personnel who are to be dismissed at the airfields in the Soviet Zone of Germany.  
 (3) The firing range is located near Klopsow on the Nueritz River.  
 (4) These are regular fuel supply shipments which have been repeatedly observed during the preceding months. The fuel is generally supplied by the Velton fuel depot. [redacted]

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